

# Southeastern Regional Transit Authority (SRTA)

ID Number: 1006  
www.srtabus.com  
25 North Sixth Street  
New Bedford, MA 02740

Chief Executive Officer: Louis D. Pettine,  
Administrator  
(508)997-6767

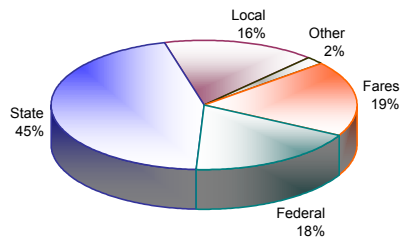
## System Wide Information

## Modal Information

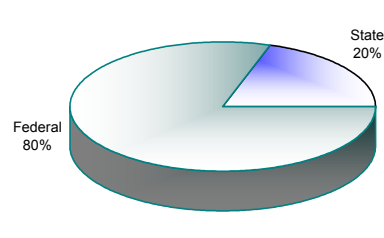
General Information		Financial Information		Characteristics		Demand	
Urbanized Area (UZA) Statistics — 1990 Census		Fare Revenues Earned				Bus	Response
<b>New Bedford, MA</b>		Directly Operated		\$0		\$7,486,626	\$2,011,549
Square Miles	42	Purchased Transportation	1,823,957	Capital Funding		\$333,410	\$431,532
Population	139,082	<b>Total Fare Revenues Earned</b>	<b>\$1,823,957</b>	Annual Passenger Miles		6,102,886	482,824
Population Ranking out of 405 UZAs	171	<b>Sources of Operating Funds Expended</b>		Annual Vehicle Revenue Miles		1,426,746	390,438
<b>Service Area Statistics</b>		Passenger Fares	\$1,823,957	Annual Unlinked Trips		2,362,391	82,746
Square Miles	47	Local Funds	1,594,906	Average Weekday Unlinked Trips		8,280	294
Population	186,731	State Funds	4,398,740	Annual Vehicle Revenue Hours		117,319	25,497
<b>Service Consumption</b>		Federal Assistance <sup>1</sup>	1,800,000	Fixed Guideway Directional Route Miles		0.0	N/A
Annual Passenger Miles	6,585,710	Other Funds	126,158	Vehicles Available for Maximum Service		78	26
Annual Unlinked Trips	2,445,137	<b>Total Operating Funds Expended</b>	<b>\$9,743,761</b>	Average Fleet Age in Years		8.5	4.3
Average Weekday Unlinked Trips	8,574	<b>Summary of Operating Expenses</b>		Vehicles Operated in Maximum Service		52	20
Average Saturday Unlinked Trips	4,039	Salaries, Wages and Benefits	\$0	Peak to Base Ratio		1.4	N/A
Average Sunday Unlinked Trips	669	Materials and Supplies	0	Percent Spares		50%	30%
<b>Service Supplied</b>		Purchased Transportation	9,498,175	Incidents		25	2
Annual Vehicle Revenue Miles	1,817,184	Other Operating Expenses	0	Patron Fatalities		0	0
Annual Vehicle Revenue Hours	142,816	<b>Total Operating Expenses</b>	<b>\$9,498,175</b>	<b>Performance Measures</b>			
Vehicles Available for Maximum Service	104	Reconciling Cash Expenditures	\$245,586	<b>Service Efficiency</b>			
Vehicles Operated in Maximum Service	72	<b>Sources of Capital Funds Expended</b>		Operating Expense per Vehicle Revenue Mile		\$5.25	\$5.15
Base Period Requirement	35	Local Funds	\$0	Operating Expense per Vehicle Revenue Hour		\$63.81	\$78.89
<b>Vehicles Operated in Maximum Service</b>		State Funds	152,988	<b>Cost Effectiveness</b>			
		Federal Assistance <sup>2</sup>	611,954	Operating Expense per Passenger Mile		\$1.23	\$4.17
		<b>Total Capital Funds Expended</b>	<b>\$764,942</b>	Operating Expense per Unlinked Passenger Trip		\$3.17	\$24.31
				<b>Service Effectiveness</b>			
				Unlinked Passenger Trips per Vehicle Revenue Mile		1.66	0.21
				Unlinked Passenger Trips per Vehicle Revenue Hour		20.14	3.25

Vehicles Operated in Maximum Service		Uses of Capital Funds			
Directly Operated	Purchased Transportation	Rolling Stock	Facilities and Other	Total	
Bus	0	\$0	\$333,410	\$333,410	
Demand Response	0	160,085	271,447	431,532	
<b>Total</b>	<b>0</b>	<b>\$160,085</b>	<b>\$604,857</b>	<b>\$764,942</b>	

Sources of Operating Funds Expended



Sources of Capital Funds Expended



<sup>1</sup> Excludes Federal capital funds used to pay for operating expenses.

<sup>2</sup> Includes Federal capital funds used to pay for operating expenses.

